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PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
which is incorporated into the
CHINA OVERLAND TRAM BUREAU.
Subscription, paid in advance, \$12
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the World \$2.

Hongkong Daily Press.

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9.00 a.m. to 9.30 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 3.50 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. to 9.00 p.m. 9.45 to 11.15 p.m.
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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
10.30 a.m. to 10.30 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.30 p.m. Every 15 minutes.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
10.30 a.m. to 10.30 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.30 p.m. Every 15 minutes.
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8.30 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.30 p.m. Every 15 minutes.

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GIL COLORE BOX of PAINTS and BRUSHES. Complete.

INDIAN LETTERS from Peking, by Putnam Weale.

Ringley's Heroes 80

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AMMONIA
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Hongkong, 22nd June, 1908

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NOTICE TO CORRESPONDENTS.
Only communications relating to the news of a
should be addressed to THE EDITOR.Correspondents must forward their names and ad-
dress with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Order for extra copies of DAILY PRESS should be
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Telegraphic Address: Presses.Codes: A.R.O. 5th Ed. Lieber.
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DEATHS.

On 10th May 1908, at Dundee, Scotland, Jane,
the dearly beloved mother of J. J. BLAKE, aged
94 years.On the 17th May, at Sekondi, West Coast of
Africa, WILLIAM CHARLES BLAKE, late I.M.
Customs and do. beloved brother of J. J. Blake,
aged 43 years. North China papers please copy.On Wednesday, June 24th, at Quarry Bay,
Hongkong, HARRY, son of Mr. and Mrs. Arthur
Nilsson, aged 18 months.Meers E. S. Kadoori & Co. are in receipt of
telegraphic advices from Singapore informing
them that the result of the crushing of the Raub
Australian Gold Mining Co. Ltd. for the past
period of four weeks, yielded 995 ozs gold, from
5722 tons stone.With commendable rapidity the management
of the Hongkong and Shanghai Banking
Corporation issued the whole of the allotment
loan in regard to the Chinese Ningpo Railway
loan for £1,500,000. The issue must have been
very largely over-subscribed, as applicants for
amounts over £1000 received only 10 per cent.
of the amount applied for. Subscriptions of £100 and up to £500 received an allotment of £100 and those from £500 to £1000 an allotment
of £200.On Saturday, May 23rd, a member of the
"Hongkong Daily Press" London staff had the
pleasure of attending the Empire Concert at
the Royal Albert Hall. The concert, which was
arranged by Dr. Charles Harris, of Montreal,
was a great success. For this festive enter-
tainment an excellent array of British-born
artists has been engaged including Miss Alice
Batemann, Madame Ada Crossley, Sir Charles
Santley, Mr. Bon Davis. The one disappointment
was the absence of Madame Albani who,
owing to an attack of rheumatism, found it im-
possible to fulfil her engagement. Several new
compositions were performed, the most notable
being a stirring "Empire Song" for chorus,
written by Sir Alexander Mackenzie. This im-
pressive setting of a poem by Shapcott Weasley
was spiritedly rendered by the Royal Choral
Society, and the composer, who conducted, was
enthusiastically cheered at the close. Sir Charles
Santley also came forward as a composer on
this occasion, and was heard in his "Song of the
Ocean Isle" a setting of Mrs. Hemans' verse.Mr. Slade went out to explain that the will of
the deceased provided for all the other members
of the family and there was no mention of this
property. They were known to the family to
belong to the plaintiff.

The hearing was adjourned.

Another critic says these letters relating
to the supply of materials to the Chinese
army are "utterly unnecessary." If ever
there should be a discussion of the "com-mercial morality" of old-time Shanghai-
landers, after the manner of that to which
the Japanese were recently treated, perhaps
these letters might be admitted as evidence.
There is a good deal of matter in the book
which, while not absorbingly interesting at
the time, is worth preservation as material
for some future historian of foreign relations
with China. We are at present, however,
too near in point of time to the actors and
the actions, and comments now can scarcely
avoid wounding somebody or other. We
are so far in agreement with the *Times*
that we do not regard MACARTNEY as a fit
object for hero-worship. But then, biog-
raphy need not be that to be interesting.
Peppa was no hero, but he is well worth
study, and speaking broadly MACARTNEY
offers similar fascinations. Mr. BOULGER
introduces us to a man who was frankly
obsessed by the idea of making his way in
life, of prospering personally, and at the
same time we are bound to admit that while
he served the Chinese chiefly for his own
glory and reward, he served them at all
times faithfully and honestly. He made no
pretence of working altruistically for the
good of China, but the absence of foreign
applause at times was sufficient evidence
that performance was there without profes-
sion. We do not think we need follow
Mr. BOULGER's outline of his subject's life.
The main facts are sufficiently well known
on this side of the world.When he entered Chinese employ, he hoped
to reach high place at Peking, and to become
an unseeper behind the Throne; but the
aspiration was only partially realized, and Mr.
Boulger makes it clear that he was never very
generously treated by the Chinese. He was at
first secretary to the reckless American Bur-
govine, who commanded the Ever Victorious
Army. Burgovine quarrelled with him, as he
did with every one, and even threatened to
court-martial him; but Macartney had a high
opinion of his chief's capacity, and perhaps
history has not quite done justice to that stormy
adventure. The episode of the murder of the
Wang—the leaders of the Taiping—by Li
Hung Chang is dealt with at length by Mr.
Boulger, who is well qualified to discuss it. He
does not say, as others have said, that Gordon in
his furious indignation at Hung Chang's tre-
achery started out to shoot him with a revolver;
but he shows us both the noble and the extremely
impetuous and impracticable sides of Gordon's
character. Gordon wrote to Li to say that if
he did not at once resign his office he would
attack the Imperialists, retake all the cities
captured by the Ever Victorious Army, and
hand them back to the Taiping. He even
condemned Macartney, in quite unwarrentable
terms, in an official despatch, because he tried
to play the part of peacemaker; but with
characteristic generosity he afterwards made
handsome salaries in public, and his letters show
that he manifestly had a strong belief in
Macartney's ability.The part of the book which has most
interested us happens to be the part dealing
with MACARTNEY's relations with Gordon,
and to us it offers a striking confirmation
of Lord Cromer's recent estimate of that
popular hero's character.There were seventeen plague cases yesterday,
making 870 at date.A certain wise man refused to subscribe to
any missionary society other than the Patagonia
mission. Asked why, he said, "Because I tell
me the Patagonians eat all missionaries."An inquiry was conducted at the Magistracy
yesterday by Mr. J. H. Kemp into the circum-
stances of the death of Eric Nilsson, a Swede,
who died during detention in Victoria Gaol.
The jury returned a verdict of death from
natural causes.Meers E. S. Kadoori & Co. are in receipt of
telegraphic advices from Singapore informing
them that the result of the crushing of the Raub
Australian Gold Mining Co. Ltd. for the past
period of four weeks, yielded 995 ozs gold, from
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the deceased provided for all the other members
of the family and there was no mention of this
property. They were known to the family to
belong to the plaintiff.

The hearing was adjourned.

Another critic says these letters relating
to the supply of materials to the Chinese
army are "utterly unnecessary." If ever
there should be a discussion of the "com-The Chinaman who was charged with the
embarkation of money belonging to the com-
mercer of the Netherlands Bank was yesterday
sentenced to six weeks' imprisonment. The
guarantor paid the deficiency.The prosecution concluded their case yester-
day against the two men who were charged
with the death of a man who was said to have
been pushed over a verandah in Des Vosux
Road, and Mr. J. H. Kemp committed the
prisoners for trial.A man named Waterbury, who was arrested
by the police on the complaint of Mr. Rodgers,
30 Queen's Road East for having created a dis-
turbance at the door of her residence early yester-
day morning and was liberated on bail failed
to appear at the Magistracy and his bail of \$10
was estreated.The revenue account and balance sheet of the
Aachen and Munich Fire Company for the year
1907 has reached us. The production shows
that the steady progress of previous years has
been maintained. The total net income was
£758,164 comprising premiums £719,582,
interest receipts £37,774 and difference in
exchange £603. The net losses were £339,498,
being 47 per cent. of the premium income and
the expenses, inclusive of commission, taxes
and all other charges, amounted to £321,264 or
30 per cent. thus leaving a surplus of £158,820
or 22 1/2 per cent. Inclusive of interest receipts,
the total surplus amounted to £107,102 of which
£12,639 has been added to premium reserve and
£18,001 applied in writing down bookvalue of
securities. The profit remaining, amounting to
£165,762, has been appropriated as follows:
dividend at the rate of 75 per cent. on paid up
capital, £67,500; tantine, £2,761; to divid-
end and reserve, £30,000; proportion of profit
appropriated for works of public utility in
conformity with the company's statutes, £23,345;
to staff pension and widow funds, £3,000; balance
carried forward, £20,153; total £165,762. The local agents are Messrs. Renter,
Brocklebank and Company.

SUPREME COURT.

Wednesday 24th June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR FRANCIS PIGGOTT).ACTION TO RESTRAIN AN ADMINISTRATOR.
To Kan, a widow, 22 Caine Road, brought
an action to restrain H. Percy Smith, administrator
of the estate of the late Tong Ping E, from
declaring that 260 shares in the Central
Stores, Limited, did not form part of the estate
and an injunction restraining defendant from
representing to the directors thereof that the
said shares were part of the estate, and that
the accounts of the dividend and interests to
make up and paid to the plaintiff.Mr. Slade, instructed by Mr. P. M. Hodgson,
appeared for the plaintiff and the administrator
was represented by the Hon. Mr. B. E. Pollock,
K.C., instructed by Mr. Crowther Smith.Mr. Slade explained that the Central Stores
were neutral. They were entitled to retain
certain money in respect of calls due. Proceed-
ing, he said, that he would prove that the
deceased Tong Ping E lived with the plaintiff,
his second concubine, for 20 years and about ten
months or so before his death he gave her those
shares for her maintenance and executed the
transfer, making a good execution. She kept
the shares in her possession for some time but
prior to his death she went up to Shanghai
leaving the shares in his charge is certain call-
due. He went into the country and shortly
afterwards died. On hearing of his death she
went into the country and saw the other wives
who knew of this transaction, as none of his
property in the country was left to her in view
of the provision he had already made for her
with regard to those shares. She returned to
Hongkong and took her certificates to Messrs.
Ewens and Harston and the shares were sent for
registration but were refused. About this time a
family meeting in accordance with Chinese
custom took place at the home of the deceased
in the country and a divisional paper was drawn
up showing the allocation of the deceased's pro-
perty among the various members of the family.
There were three sons, infants, and copies of the
paper were given to their mothers to hold.Mr. Slade—Surely my Lord that cannot be
relevant?Mr. Slade—I shall show you very clearly how
it is relevant.

Mr. Pollock—There was a family agreement?

Mr. Slade—Yes, there was a division of the
property among the members of the family. It
was done in the most formal way in the pres-
ence of the elders of the clan.Mr. Pollock—I must formally take objection
to all this. This family agreement is not
plausible. She pleads her title, that the shares
were a gift to her.The Chief Justice—At the question of gift
may be at issue I cannot exclude it at this
stage.Mr. Slade—The deceased had left instructions
as to the division of his property.Mr. Pollock—That also I object to as not
being evidence.Mr. Slade—The administrator cannot put
himself in a better position. I submit that a
statement made by a man is evidence against
himself. It is evidence against his personal
representative.His Lordship—What attitude does the
administrator take up not hostile?Mr. Pollock—No. We require the trans-
action to be proved. It is obvious that the only
transfer of any validity would be the transfer to
her name in the books of the company.Mr. Slade—The administrator cannot put
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action to be proved. It is obvious that the only
transfer of any validity would be the transfer to
her name in the books of the company.Mr. Slade—The administrator cannot put
himself in a better position. I submit that a
statement made by a man is

THE LILY-WEISTED POLITIQUETTES.

Mr. Asquith has much a mused the Opposition by giving a vague promise of a great Reform Bill affecting electoral laws before the close of the Government's record, and intimating that if the House wished to insert an amendment embodying women's suffrage, the Government will not oppose such amendment. He intimated to the deputation of Liberal members who went to see him on the question that he and one or two of his colleagues in the Cabinet were not convinced that the change would be a good one, but they would be to the wishes of the majority if the House and the women of the country really wanted it.

The Opposition laugh to see such sport, though they admit that it is a shrewd move, calculated to free Radical candidates from much pestering at by-elections during the next two years. But will it? I very much doubt it. The militant suffragettes have already yelled aloud that they will have none of Mr. Asquith or his pledges and nothing will please them except the entire stoppage of Imperial affairs in order to allow a Suffrage Bill to pass immediately. Yesterday they paid another rowdy visit to the Premier's house and refused to be pacified unless once more arrested and made happy Holloway martyrs. When Women's suffrage has come, depend upon it this little circle of hoydens will be heartily received, for the loss of their notoriety bringing occupation.

ASIATIC SOCIETY.

The Asiatic Society which numbers so many of the former officials of Great Britain in the East among its members, had a very successful gathering on Wednesday evening, when Lord Curzon was entertained to dinner at the Imperial Restaurant. Sir Edward Collier, a former military member of the India Council, presided. The speech of the chairman was followed by a speech of the president. He spoke with India and the Indian Empire was not the geographical, but the political, the political pivot of the Asiatic Continent. The various countries bordering India formed the most complex and intricate political mosaic that could be seen on the surface of the globe. It was not worth while to make up their minds as to what was meant by Central Asia? Having touched on the various questions affecting Great Britain as concerned with Turkey in Asia, Persia, Afghanistan, and Russia, he spoke at some length on the latter country's enter-prise. "I said," he said, "that no one present will look with jealousy or anything but sympathy, and to a large extent with admiration, upon the work that Russia is doing in Central Asia. She is doing in Northern Asia, what we have been trying to do and have done, with no inconsiderable success, in the centre and the south. In parts her system is weak, in parts it is strong; in parts her administration is beneficial and in parts it is the reverse. I believe the days have gone when we could either think or speak with any unfriendliness of the position of Russia in Asia, so long as that position is not used to impinge on our borders or to threaten interests with which our own interests are bound up." Passing to China he said the future of that Empire was the biggest of the problems of the Asiatic Continent and if all the other problems were determined the examination of the Chinese problem alone would be sufficient material for the existence of the Asiatic Society. It was in his desire at one time, so far as lay in his power to visit all these countries, in the intervals of his Parliamentary life, and also to undertake the more daring and much less wise task of writing books about each of them; not so much about their natural character or history as the part they have played in the political system of Asia, and to endeavour to forecast the part they were capable of playing in the future. The travel he had more or less succeeded in carrying out, but the books, or a considerable portion of them, remained unwritten. He had published three and a fourth was about to appear at the time he became Viceroy, when Lord Salisbury wisely suggested that it was improper for a Viceroy to write on the subject of India. So the book had never appeared. Two others remained to be written. One about Indo-China would never see the light, but one about Afghanistan for which he had all the materials, he would like some day to bring out. He would attempt to do for Afghanistan what he had tried to do for Persia—write a sustained, accurate, and scientific history of the country.

Having warned his hearers not to believe that the future of Great Britain and Russia in Asia had been determined by any recent arrangement—for the question of Central Asia would come to the front again—he declared his belief that such arrangements had not advanced the settlement of matters in Afghanistan by an inch. They must not lose sight of India, for over her future hung a dark and lonely pall which none could dispel. And who knew the future of China? Was she going to come to the front after the come of ages and reassess her position in the world? Her future was as important as that of India itself, and the Society should keep its eye on her.

MISCELLANEA.

Sir John Murray, who gained fame as a naturalist on the "Challenger" in the Arctic regions, has just started on a long tour of China and Japan. He has gone by the Siberian route. After that he intends going to Christmas Island and will see what changes have taken place since he saw it last, when it was quite an uninhabited place.

There is a report in military circles here that in her schemes for reorganizing the Board of War, the Chinese Government intends to avoid Japanese advice as much as possible but will obtain the loan of a number of European officers, preferably British, from January next, for advice on both naval and military affairs. It is the belief in London that British influence in Peking is well to the front just now.

Sir Edward Grey, the Foreign Minister, spent Wednesday evening with the Japan Society, which gave a dinner in the Whitchurch Rooms, with Baron Komura, the Japanese Ambassador, in the chair. In toasting "The

Emperor of Japan" Sir Edward took the opportunity to praise the Anglo-Japanese alliance. He put the alliance to the test of three years experience since the renewal of it in its present form and asked—had the treaty of alliance made its object secure, and had it tended to promote peace? Both these questions undoubtedly could be answered in the affirmative. Long might these good relations between ourselves and Japan continue, and long might the objects of the Anglo-Japanese Alliance receive the same approval from the world as was the case to-day. The toast was drunk in sake.

The next congress of the World's Sunday School Convention is to be held in Washington. It was intended to hold it in Tokyo in 1910, but the date for that visit was put off till another year. Great satisfaction is felt concerning the establishment of the Sunday School Union for China, and towards the office of organisation in the East supporters at home have already promised £200 a year for five years.

THE CHINA SOCIETY.

ANNUAL MEETING IN LONDON.

CONTINUED PROGRESS REPORT.

(FROM OUR CORRESPONDENT.)

London, May 29th.

The China Society in London is a pronounced success. That may have been apparent to those familiar with its working for some time; but the annual dinner at the Trocadero Restaurant last night bore such proof that all might surely be convinced. The large Empire room was filled by a gathering of "old China-hand" and their friends, and for three hours or so there was a continual interchange of reminiscences, cordial conversation and hearty laughter that made the time seem all too short. The Chinese Minister, Lord Li Ching Fong, received the guests, those present including Lady Cameron and party, Lady Pelly and party, Miss Pirrie and party, Mrs. Kirby and party, Mrs. Hughes, Mrs. Jeudon, Mrs. Holiday and Mrs. Forrest and party, Mrs. Boyd, His Excellency Wang Ta Sieh, Count Mutsu, Sir J. Jackson, Admiral Sir E. Freemantle, Sir C. G. Green, Sir J. Macleay Brown, Messrs. C. S.idis and party, C. Allen and party, H. J. Allen and party, Angier Bain, J. C. Boyd and party, R. H. Boyce and party, Byron Branin, R. V. Branin, T. Brown, Bullock and party, Burder and party, Burkhill and party, Ivan Chang, C. Y. Chow, Caulfe, O. Coughtrie, De Lide, De Serdane and party, D'Ferrier, Doddwell and party, Elford, Everard, H. A. Giles, L. Giles, M. G. Grant, Hartley and party, H. Harwood, C. Haswell, Hillier, R. H. Hill and party, Honda, S. Y. Hoa and party, G. Jamison, Dr. Johnson and party, Joseph J. Jackson and party, J. C. Leung, J. S. Macintosh and party, F. J. Marshall, Mayer, E. H. P. Moon and party, Moyne, Rev. G. Dr. Reid and party, Rayner, R. L. Richardson and party, T. W. Richardson, B. Robertson and party, H. W. Robertson, Selinger and party, Sakata, Sharpe and party, C. K. Shan, H. C. G. Scott, W. B. Slater, J. H. Scott, Silverton, J. de B. Smith, Sonier and party, Stockwell, Tomkinson, Townsend and party, D. C. Tora, Ward and party, Zimmern and party.

The CHINESE MINISTER took the chair after the reception and the following menu was enjoyed:

Hor d'Œufs variés.
POTAGE.
Conseille Persano.
Crème Choisine.
POISON.
Suprême de Soie Poignac.

ENTREE.
Coq fillet piquet Dauphine.

ROTI.
Chapon du Mans à la Broche.

Pommes Paille.

Saûlade de Saison.

ENTREMET.

Timbale de Fruits Parisiennes.

Glace Albarine. Dessert. Caff.

The Rev. GEORGE OWEN having said grace, The CHAIRMAN briefly proposed the success- health of the King and the Emperor of China, both of which were duly honoured.

The CHAIKMAN then, speaking in excellent English, proposed the toast of prosperity to the China Society. The Society, he said, started under the auspices of my friend on my right hand, His Excellency Wang Ta Sieh, and when he passed on his offspring to my tender care it was a healthy infant of so much promise that I accepted the charge with pleasure and with pride.

The object of the Society is to supply a rallying ground for all those who take an interest in what has occurred, what is occurring and in what will occur in that interesting country which fills such a large part colored yellow on the map of Asia. Further, it is the object of the Society to afford to those who have special powers of study, observation and investigation an opportunity to impart to their less fortunate fellow members a little of their researches. This being the case, I do not think it will be necessary for a long time to come for your President to announce that the mine is exhausted and that the next and last toast in the "Nunc Dimittis" (Laughter and applause).

The true patriot, however, whatever country he may belong, cannot do greater service to his own countrymen than to give them a greater understanding and to bring them into closer touch with those other countries with which they have political, commercial and social relations. (Applause). Of individuals it may sometimes be said that the more you know of them the less you like them (Laughter) but not so of nations—for though an intimate knowledge may not mean intimate friendship it certainly means greater consideration, more liberal views and a less tendency to measure others by our own home made standards (Applause).

The advantage of understanding one another becomes more obvious as facilities for inter-course increase. It is still within the memory of living men that it took six months to get from China while now an inquiry is answered within a day and in the course of a fortnight we can be transported in the flesh from London to Peking. We are now on visiting terms and it is only natural that such close intercourse should fill us with interest and make us want to know all about each other. Towards that laudable end this Society has made a very good start and it has my very best wishes for a long and useful career (Loud applause).

Mr. GEORGE JAMISON, who was cordially received, proposed the health of the President of the Society, the Chinese Minister, amid loud applause. The Company round the Minister proved that the Society, the toast of which he had so ably proposed, was already a success and there was every prospect of the success being extended. It had filled the function for which it was founded—to bring together those who were or had been associated with China, and who wished well to China—and fulfilling that, it performed no small duty (Applause). The Chinese Minister had not been long in London

yet, but his name was well known before he came (Applause). He was a distinguished member of a distinguished family which had given within recent times two viceroys to the Chinese Empire, one of them the well known Li Hung Chang, whose name was sure to bring to the present Minister cordial welcome in England (Applause). They were pleased to see him in their midst and they hoped on many occasions their visit to them would be repeated. He could not fail to take notice also of a distinguished guest sitting on the right of the Minister, His Excellency Wang Ta Sieh, lately Minister in London, and now again with them to study the method of administration in Great Britain, with a view to advising China as to the future introduction of some form of constitution into the Empire. That was no small responsibility to settle out what should be a suitable and appropriate method of constitutional government for the present state of Chinese affairs, so as to secure stability of government combined with the greatest amount of liberty for the subject. For this purpose the Chinese Government was wise to inform itself as to Western methods and he was sure all present wished the government success so that they would be able to bring forward a scheme that would promote the progress, stability and well being of China (Applause). Everyone present was a well-wisher of China, had lived there a long time and looked back with pleasure to that time. They felt sure that China would progress along paths of judicious reform. That there was a great future for China he was personally convinced. She had a large population, a history going back to the depths of antiquity and though old in years, still in some respects she was young, and he hoped she would grow and develop until she took a leading place among the nations of the world (Applause).

That toast having been cordially honoured Mr. JAMESON again rose to propose the health of the honorary secretary Mr. Byron Brown (Loud applause). But for the services of Mr. Byron Brown he was doubtless whether the Society would exist much longer. For the last two years he had been the guiding spirit of the enterprise and all he had accomplished had been done purely for the love of the thing (Applause).

Mr. BYRON BROWN had a very gratifying reception on rising to respond. He was in jocular mood. They had heard the words spoken by Mr. Jamison and he could tell them from bottom of his heart he cordially endorsed them (Laughter and applause). He was quite sure that if the toast had been entrusted to himself he could not have improved upon it (Laughter). It must have been a great satisfaction to the gathering to hear through such eloquent words—and at the same time moderate words (Laughter)—what must have been in their minds all the evening. (Applause and laughter). It was, however, fair to trouble them with statistics otherwise he would be inclined to be vain-glory he would tell them a great deal about the envelope he had addressed and sent off, the halfpenny stamp he had affixed, and the desperate efforts he had made to extract, subscriptions from dilatory members (Laughter). The last form of activity he intended to persist in (Applause) and he was sure in time he would be successful. That the Society was well started and was sure to be a success they would be able to see for themselves. Next year he expected the need of praise to be extended to him would be still greater and that he would receive it with the same modesty and deference which so happily combined in his remarks that evening. (Applause and laughter).

Mr. GEORGE JAMESON then proposed the health of the second honorary secretary, Mr. Ivan Cheng, who would give them some news of the Society. In Peking and the Chinese in the colony he might mention that the Society had been taken notice of in Peking and the Emperor and Dowager Empress had seen fit to present to the Society a complete set of the Chinese Encyclopedia, which ran to upwards of four thousand volumes (Applause).

It was on its way to London and shortly they would have an opportunity of seeing it. It was a very graceful act of recognition and he would regard further that it was due to His Excellency Wang Ta Sieh that the Society owed this magnificent gift from Peking (Applause).

Mr. IVAN CHENG, in one of his happy speeches replied, and provoked some general cheering, as to the working of the Society. In details as to the working of the Society. In doing so he might mention that the Society had been taken notice of in Peking and the Emperor and Dowager Empress had seen fit to present to the Society a complete set of the Chinese Encyclopedia, which ran to upwards of four thousand volumes (Applause).

It was on its way to London and shortly they would have an opportunity of seeing it. It was a very graceful act of recognition and he would regard further that it was due to His Excellency Wang Ta Sieh that the Society owed this magnificent gift from Peking (Applause).

As the years go by these social conditions do not improve. Can it be that in enlightened England, where our Colonial possessions are spoken of with pride, the mothers have trained—*as training*—their daughters to look down on the people of those Colonies, or, indeed, upon any uncircumstanced strangers they may happen to meet in the social path?

It would appear that the fault is one of training, something for which parents and guardians are directly responsible, the habit of thought which they have fostered in their daughters. I have in mind the foolish speech and still more foolish course of a young Englishwoman—to be fair, I must say that she was not a military lady—who went out to one of the Colonies where I happened to be resident at the time, a few years ago. "My cousin," (a lady writes me), "said she that I must try to sort out the people who fall on me, and to decide whom to know and whom not to know."

She took in her advice—consequently she was not a success in her social career. She had great faith in them, having used the same in India for roughness, pimplies, and blackheads. After I had used four sets, which included Cutler's Ointment and curate Soap, Cutler's Ointment, and curate Soap, Rev. Rover Pill, I began to see and feel a great improvement. I was less languid, my appetite improved.

Early in 1902 I had a change. On arrival I was sent to several hospitals, but still no sign of recovery. After some months of treatment I was finally invalided out of my service as medically unfit through my sickness.

Not that I thought I would try the Cutler's Remedies, chiefly on the recommendation of my wife, who had great faith in them, having used the same in India for roughness, pimplies, and blackheads. After I had used four sets, which included Cutler's Ointment and curate Soap, Cutler's Ointment, and curate Soap, Rev. Rover Pill, I began to see and feel a great improvement. I was less languid, my appetite improved. I felt stronger, and the sores and pimplies began to disappear. I continued to use the treatment for about three months. I find the yellow tinge in my skin had, I suppose, quite disappeared, and I became strong again and able to go to business daily, which I have done ever since. I thoroughly recommend Cutler's Remedies for the cure of the skin of the body.

John Alexander, late Sergeant in a British Infantry Regiment, 143 Tenterdown St., Tooting, S. W., Aug. 2, 1902.

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Hongkong, 18th June, 1903.

THE PROJECTED HSINMINTUN-FAKUMEN RAILWAY.

We are indebted to the Japanese Consulate for the following very lucid summary of the position of this controversy:

In November last, a contract was signed between the Chinese Government and the British firm of Pauling & Co., providing for the construction of a railway line from Hsin-mintun to Fakumen in extension of the existing Shanhaikuan-Hsin-mintun line.

The Japanese Government, upon learning in August 1907, that negotiations on the subject of the projected line, were in progress, warned the Chinese Government that the construction of the line in question, would be in violation of the self-denying engagement contained in the Protocol annexed to the Treaty of Peking of December, 1900. That engagement, in translation, reads as follows:

The Chinese Government engage for the purpose of protecting the interests of the South Manchurian Railway, not to construct, prior to the recovery by them of the said railway, any main line in the neighbourhood of and parallel to that railway, or any branch line which would be prejudicial to the interest of the above mentioned railway.

That warning was repeated in October and again in November but was unheeded. When in January of this year, the Japanese Government first learned of the conclusion of the contract, it only remained for them to lodge with the Government of China, a formal protest against the execution of the work.

The British Government, to which a copy of the self-denying stipulation above quoted, had been communicated early in 1906, do not, it is understood, question the validity of Japan's objections, but the Newchwang Chamber of Commerce, thinks otherwise, and on the 13th March last adopted the following resolution:

The Newchwang General Chamber of Commerce, being convinced that the extension of the Imperial Railway of North China from Hsin-mintun to Fakumen and beyond, is vitally important to the development and prosperity of Manchurian trade, strongly protests against the steps not being taken by the Government of Japan to enforce the abandonment of this extension, Japan having specifically undertaken in the Treaty of Portsmouth—

Not to obstruct any general measure common to all countries which China may take for the development of commerce and industry in Manchuria.

The Chairman of the Chamber forwarded a copy of the resolution to the Newchwang Consular Body and in his covering letter, dated March 16, 1908, gave what he declared to be grounds upon which the views expressed in the resolution had been arrived at. He admitted that the construction of branch lines westward from the South Manchurian Railway system would assist and promote the development which was the *object d'art* of the resolution, but he naively added, that such branch lines, by diverting the trade to Dairen, would necessarily inflict incalculable injury to the prospects and interests of Newchwang. Finally, in the commercial interests of Newchwang in particular, and of Manchuria generally, he asked that a copy of his letter might be transmitted by the Consular Body to the Diplomatic Corps in Peking and he stated that the Committee of the Chamber regarded the question at issue as of such vital and far-reaching public importance, that it intends by every means available to give publicity to the views herein expressed and to that end proposes communicating the substance of these representations to the various Chambers of Commerce and kindred associations, and to the leading press of China, Europe and America.

The Consular Body did not, for obvious reasons, transmit the letter in question to the Diplomatic Corps as requested, but the Committee of the Newchwang Chamber has evidently carried out its threat of appealing directly to the public against the action of Japan, since the Shanghai Chamber of Commerce has taken up the cause in the interest of Newchwang.

If the representation of the Committee of the Newchwang Chamber had contained a fair and impartial statement of the case, it might well have been permitted to remain unanswered. But it is characterized by loose thinking, extravagant assertions and ill-considered conclusions and coming as it does, from a body of intelligent and responsible merchants whose interests are entitled to consideration, it is due to truth and fair-dealing that its error should be corrected and its fallacies exposed.

The first assertion in the letter

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TO-MORROW (FELDAY) the 26th June, 1908, at 11 a.m., at H.M.'s Naval Yard Extension.

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TERMS—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 25th June, 1908. 995

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Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo:—

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Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 24th June, 1908. 401

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNERS. FROM MIDDLEBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship "KAWACHI MARU" having arrived from the above Ports, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before noon, To-day.

Goods not cleared by the 1st July, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees' and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Hongkong, 24th June, 1908. 997

NOTICE.

M. E. MARCENARO having Resigned from our Firm has CEASED to SIGN our Firm per procription from this Date. CABLOWITZ & CO. Hongkong, 17th June, 1908. 972

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K A I S E R L I C H D E U T S C H E S K O N S U L A T. Swatow, den 27. Dezember 1907. 155

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Die amtlichen Veröffentlichungen des Konsulats Pakhoi-Hoihoi werden im Jahre 1908 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

K A I S E R L I C H D E U T S C H E S K O N S U L A T. H. von VARCHMIN. Pakhoi, den 12. Dezember 1907. 155

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NOW SHOWING: NEW SUMMER GOODS. All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel. Hongkong, 1st June, 1908. 651

PRIVATE BOARD AND RESIDENCE M. R. S. GILLIANDERS "CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907. 568

AUCTION.

BY ORDER OF THE MORTGAGEE. PUBLIC AUCTION.

M. GEO. P. LAMMERT Auctioneer. has received instructions to sell by Public Auction.

On TUESDAY, the 30th day of June, 1908, at 12 o'clock Noon at his Sale Rooms in Duddell Street.

THE VALUABLE LEASEHOLD PROPERTIES,

IN ONE LOT.

Known as Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9, SUN STREET.

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, MOON STREET, Wan Chai, Hongkong.

The Properties consist of All those Pieces or Parcels of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as inland Lots Nos. 150, 152 and 152B and have a total area of 13,549 square feet.

Crown Rent \$278 per annum.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors.

Messrs. DEACON, LOOKER & DEACON, 1, Des Voeux Road Central, and also from

M. GEO. P. LAMMERT, the Auctioneer. Hongkong, 23rd June, 1908. 987

TO LET.

TO LET. NO. 27, 31 and 33, SEYMORE ROAD.

No. 61, CAINE ROAD.

Apply to— SAM WANG CO. LTD.

31, Queen's Road Central.

Hongkong, 22nd April, 1908. 101

TO LET.

THE ROOMS on the first floor of No. 84,

QUEEN'S ROAD CENTRAL (opposite the General Post Office). The Rooms are large, spacious and well ventilated. Very

moderate rent. Immediate Possession.

Apply to— YEE SANG FAT & CO.

Same address.

Hongkong, 23rd January, 1907. 270

TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouse, suitable for business Premises or Dwelling, lately occupied by FRED. BORNEMANN.

Apply to— DAVID SASOON & CO. LTD.

Hongkong, 7th April, 1908. 88

TO LET.

GOOD OFFICES at 2, PEDDER STREET.

Apply to— JARDINE, MATTHESON & CO. LTD.

Hongkong, 28th May, 1908. 88

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

A HOUSE in WONG NEI CHONG ROAD.

NO. 10, DES VOEUX ROAD CENTRAL.

1st floor.

HATHERLEIGH, Conduit Road.

GODOWNS in PRAYA EAST, Blue

BUILDINGS and No. 18B, Des Voeux Road

next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st June, 1908. 88

TO LET.

OFFICES in HOTEL MANSIONS, 1st

Floor.

Apply to— HENRY HUMPHREYS, Alexandra Building.

Hongkong, 1st June, 1908. 88

TO LET.

OFFICES in HOTEL MANSIONS, 1st

Floor.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM EUROPE.

THE H. A. L. Steamship

"ISTRIA."

Captain Lütting, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th June, 1908. 971

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 15th June, 1908. 974

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "LOTHIAN,"
FROM MIDDLEBOURGH, GLASGOW,
LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd June, 1908. 189

NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KORE, MOJI, AND
MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 18th June, 1908. 8

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENLEDI,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 15th June, 1908. 971

MARTIN'S

APIOL & STEEL PILLS

For Ladies.

French Remedy for all Irritations.
Ladies keep a box of Martin's Pills in their boxes, so that at the first
sign of any trouble they can then recommend these, hence the
universal sale. At 25 Cents and 35 Cents.

MARTIN, Chemist, SOULMATE, ENGLAND.

Agents.

Hongkong, 23rd June, 1908. 189

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "LOTHIAN,"
FROM MIDDLEBOURGH, GLASGOW,
LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 23rd June, 1908. 983

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

FROM ANTWERP, HULL, MIDDLE-
BORO, LONDON AND PORTS.

THE Steamship

"GLENSTRAE,"

Having arrived from the above Ports, Consignees of Cargo by us are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th June, will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 23rd June, 1908. 984

S.S. "CALEDONIEN."

COMPAGNIES DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex-
s.s. "Matapan" and "Dorogna," from
Bordeaux ex.s.s. "Ville de Cidat" in connection
with the above Steamer are hereby informed
that their Goods, with the exception of
Opium, Treasure and Valuables, are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 29th inst., at NOON, will
be subject to rent and landing charges.

All claims must be sent in to us on or before
the 29th inst., or they will not be recognized.

All damaged packages will be examined on
MONDAY, the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.

Hongkong, 22nd June, 1908. 12

THE PROJECTED HSINMINTUN-
FAKUMEN RAILWAY.

(Continued from page 8)

(b) that as already demonstrated, the proposed line neither will nor can be competitive with or in any way detrimental to the interests of the South Manchurian Railway.

(c) that in no country in the world of similar population and topography, could the world's trade interests or sphere of an existing railway system be held to include so extensive an area, as to preclude the construction of other lines, even though competitive (if in the commercial sense that were possible) outside of a 35 miles limit.

(d) that having in view Article IV of the Treaty of Portsmouth Japan's action in exacting or receiving from China an undertaking such as is alleged, which is diametrically opposed to the Chinese engagement of 1905, may be taken as an admission on the part of the Committee of the Newchwang Chamber, that the projected railway would parallel the existing line. The question whether it could be regarded as the same neighbourhood, depends upon many considerations of more importance than mere distance.

Thus a railway, entering a valley undivided by any impassable streams and already occupied and actually served in all its parts by another line, would, if running parallel to it, be in direct competition with such other line, must be regarded as in the same neighbourhood and detrimental to the established line.

On the other hand, a railway separated by instances from another by a mountain range could not be considered as in the neighbourhood of such other line, even if within 10 or 15 miles of it. Accordingly, objections to the contemplated line on the ground that it would be in the neighbourhood of and parallel with the existing railway, cannot in the circumstances of the case be held to be unreasonable.

China specifically proclaimed that her neutrality excluded to these localities unoccupied by belligerent troops. The region in question was throughout the war, so occupied by one or the other of the belligerents.

Japan officially recognized as neutral Chinese territory not occupied by Russia.

Russia officially ceded the following area to be outside the neutral territory:

A portion of the region situated on the right bank of the Liao Ho, the boundaries of which are formed by the Liao Ho by the railway line Yikow-Kaipanze; afterwards by the railway line to Apoli where this line crosses an affluent of the Liao Ho, the Liao Ho, (a little south of Hsinmuntun) and finally by the said affluent, the Liao Ho, as far as the frontier of Mongolia.

On the ground, therefore, of historical precedents no less than reasonable precaution, the action of the Japanese Government is interpreted as a veto against the construction of the projected line cannot in justice be condemned.

The Newchwang Chamber of Commerce, as is seen from its resolution, places great reliance on Article IV of the Treaty of Portsmouth. Accordingly, it may be explained that measure which is injurious to one Power cannot fairly be regarded as a general measure "common to all countries."

Thirdly, To say that in no country in the world could the vested interests of a railway preclude the construction of another line within a distance of 35 miles is to say more than can be substantiated. Even in China, at least one instance in direct contradiction of that statement actually exists.

In 1898, the Russo-Chinese Bank entered into a contract with the Chinese Authorities concerning the construction of the "Chengting-Taiyuan" Railway. Article 5 of that contract reads as follows:

"During the whole 30 years and/or while the loan is unredeemed, the high authorities of Shansi shall, at the request of the Company, interdict the construction of another railway or other mechanical means of transport between Liuli (Chengting) and Taiyuan, as such would be detrimental to the interest of this railway.

Later in the same year, the Peking syndicate signed an Agreement with the Shansi Bureau of Trade, for mining purposes, iron works and transporting coal products of all kinds in the Province of Shansi. Having regard to the engagement above quoted, it was provided in Article 17, of the Peking Syndicate Agreement:

With reference to the Chengting-Taiyuan Railway, for the construction of which the Bureau has borrowed capital from others, the Peking Syndicate, to avoid disputes, shall not construct any railway within 10 Li on each side of it.

Aside from this concrete case, it may be pointed out that in a country where caravans produce in large quantities and are transported over long distances by men and beasts, 35 miles is certainly well within the radius of competition for parallel lines of railway.

But, it should be added, the distance between the existing and proposed lines is, in fact, considerably less than 35 miles: from Hsinmuntun to Mukden is 32-3/10 miles; from Pukow to Tishling 27 2/10 miles and from Shihaitzu on the South Manchurian line to the nearest point on the proposed line is only 24-8/10 miles.

Fourthly, The pronouncement that the Peking Agreement of 1905 was violative of Article 4 of the Treaty of Portsmouth and opposed to the pledge given by Japan to the Powers, is a statement that the Newchwang Chamber of Commerce was not competent to make, and one which that body would never have made, if it had given due consideration to the question. The Treaty of Portsmouth was between Japan and Russia, and if Japan has concluded engagements with other Powers inconsistent with that Act, it is for Russia to call her to account. The Peking Agreement was concluded with China and the Chinese Empress had the Treaty of Portsmouth before them when negotiating that Agreement. Accordingly, it may be assumed that China, no less than Japan, considered that agreement as entirely reconcilable with the Portsmouth Compact. They only pledge that Japan has given to the Powers, is the pledge regarding the open door in China, which has equally been given by the other powers America, Germany, France, Great Britain and Russia. Those Powers have all been parties to or have supported in favour of their subjects and citizens, railway concessions in China, in which appear stipulations similar to and equally comprehensive with the provisions of the Peking Agreement above mentioned. Thus in the Agreement with the American China Development Company of July 13, 1903 for the construction of the Hainan-Canton railway line, it was provided:

That without the express consent in writing of the Director General and the American Company, no other rail railway detrimental to the business of the same is to be permitted, and no parallel roads to the Canton-Hainan line are to be allowed to the injury of the latter's interest, within the area served by the Canton-Hainan main line or branch lines.

In the Agreement of July 9, 1903, with the British and Chinese Corporation, Limited, for the construction of the Shanghai-Nanking line, the same stipulation, mutatis mutandis, appears. The Canton-Kowloon Railway Agreement of March 1907, between the Waihui and its

British and Chinese Corporation, Limited, contains the following:

It is further understood that the Chinese Government will not build another line competing with this railway to its detriment.

We have already seen the Russo-Chinese

Agreement regarding the Shantung-Taiyuan

lines, as well as the Anglo-Chinese

Shanghai engagement, and it will be

sufficient to conclude this branch

of the question, to call attention to the

fact that Germany, in virtue of her

SHIPPING.

ARRIVALS.
DEVANHA, British str., 4,785, T. H. Hide, 24th June—Sorong 10th June, Mail and General—P. & O. S. N. Co.
GWAHOR, British str., 2,450, G. N. Ramage, 24th June—Singapore 18th June, General—Chinesa.
HAITAN, British str., 1,183, J. S. Robach, 24th June—Foochow June 21st, Amoy 22nd and Swatow 23rd, General—Douglas, Lapraik & Co.
HUBH, British str., 1,205, G. J. Spink, 4th June—Haiphong June 21st and Hohow 23rd, Rice and General—Butterfield & Swire.
JAGUAR, German gunboat, 900, Graf von Piesdowsky-Wahn, 23rd June—Tsingtau 18th June.
JOHNS MARU, Japanese str., 702, H. S. Smith, 24th June—Tamsui via Amoy and Swatow 25th June, General—Osaka Shosen Kaisha.
KAWACHI MARU, Japanese str., 3,782, H. Petersen, 24th June—London & Singapore 19th June, General—Nippon Yusen Kaisha.
MOETLAKE, British str., 1,777, F. W. Batten, 24th June—Fremantle 1st June, Sandalwood—Gilmour & Co.
PALEMO, British str., 4,907, J. B. Ferguson, 24th June—Shanghai 20th June, General—P. & O. S. N. Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

24th June,
Bangkok, German str., for Bangkok.
Devanha, British str., for Shanghai.
Palmer, British str., for Singapore.

DEPARTURES.

24th June,
BENEDI, British str., for Nagasaki.
CHOIHO, British str., for Canton.
FRI, Norwegian str., for Saigon.
GLENSTRAE, British str., for Shanghai.
HANATA MARU, Jap. str., for Singapore.
HIKOSAN MARU, Jap. str., for Kuchinotzu.
J. DIEDERICHSEN, German str., for Karatsu.
PAKLA, German str., for Swatow.
PROMETHEUS, British str., for Saigon.
SHANSHI, British str., for Shanghai.
SHONU MARU, Japanese str., for Swatow.
TJIAHAI, Dutch str., for Swatow.
YOCHOW, British str., for Canton.

SAILING REPORTS.

The British str. *Haiyan* is port. From Foochow to Amoy, moderate S. W. wind, smooth sea and fine clear weather. Amoy to Swatow, similar conditions. Foochow to Hong Kong, moderate S. W. wind, smooth sea and fine clear weather.

VESSELS IN DOCK.

June 24th,
ABERDEEN DOCKS.—
KOWLOON DOCKS—Sorong, Fiume, Courtfield Sumatra, Tinglau, Tidjap.
COSMOPOLITAN DOCKS.—Childs.

VESSELS ON THE BERTH
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEENS LAND PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"ALDENHAM"
Captain St. John George, will be despatched
at 12 m. TO DAY, 25th inst., at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, 100, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To ensure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Fengkong, 10th June, 1908. 9
DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN".
Captain Robson will be despatched for the
above Ports TOMORROW, the 26th inst.,
at 2 P.M.

For Freight or Passage apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 23rd June, 1908. 9

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERAK, GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA".

Captain A. L. Valentini, R.N.E., carrying His
Majesty's Mail, will be despatched from
this for Bombay &c. on SATUR-
DAY, the 27th June at NOON, taking
passengers and cargo for the above port
in connection with the Company's 16,
"MOOLtan", 16,000 tons, from Colombo, pas-
senger accommodation in which vessel is
seured before departure from Hongkong.

Silk and Valuables, all cargo for France and
Ties for London (under arrangement will be
transhipped at Colombo into the mail steamer
proceeding to Marseilles and London, other
cargo for London &c. will be conveyed
from Bombay by the R.M.S. "PENINSULAR",
due in London on the 9th August, 1908.

Parcels will be received at this Office until
4 P.M. the day before sailing. The content
and value of all packages are required.

For further particulars, apply to
F. J. ABBOTT,
Acting Superintendent.

Hongkong, 16th June, 1908. 1

REGULAR STEAMSHIP SERVICE
WITH LIENHET TO CALL AT MALABAR
COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SAINT GEORGE" ... 8th July.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, 23rd June, 1908. 672

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's.

2 From Harbour Master's to Blake Pier.

3 From Blake Pier to Naval Yard.

4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & MIG.	BRIT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEMO	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	About 25th inst.
LONDON &c. via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON & ANTWERP.	CARNARVONSHIRE	Brit. str.	—	Malchow	HAMBURG-AMERIKA LINIE	About 10th July.
HARVE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k. w.	Lubing	HAMBURG-AMERIKA LINIE	On 12th July.
HARVE & HAMBURG VIA STRAITS, &c.	ESTRA	Ger. str.	k. w.	Habell	HAMBURG-AMERIKA LINIE	On 26th July.
SAXONIA	DAN.	Ger. str.	k. w.	Martin	MELCHERS & CO.	Beginning of July.
SIAM	FR.	str.	—	N. Nielsen	MESSAGERIES MARITIMES	On 7th August.
POLENESIAN	WAKASE MARU	Jap. str.	k. w.	Geo. Anderson	NIPON YUSEN KAISHA	On 8th July, at D'light
SADO MARU	JAP. str.	Ger. str.	k. w.	Grisenbrin	NIPON YUSEN KAISHA	On 2nd inst., at D'light
BRIGAVIA	GER.	str.	k. w.	Brad. Meyer	HAMBURG-AMERIKA LINIE	On 23rd inst.
KIEST	DO.	str.	k. w.	DODWELL & CO., LTD.	DODWELL & CO., LTD.	On 1st July, at Noon.
SAINTE GEORGE	DO.	str.	1 m.	ARNOLD KARBERG & CO.	ARNOLD KARBERG & CO.	On 8th July.
OCEANO	DO.	str.	2 m.	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	On 28th inst.
EMPEROR OF JAPAN	DO.	str.	—	DODWELL & CO., LTD.	DODWELL & CO., LTD.	On 4th July, at 4 P.M.
MONTEAGLE	DO.	str.	—	T. W. Garlick	NIPON YUSEN KAISHA	On 11th July, at Noon.
TERRENTON	DO.	str.	—	J. Nagao	NIPON YUSEN KAISHA	On 1st July.
TOSA MARU	DO.	str.	—	K. Kawata	GIBB, LIVINGSTON & CO.	On 27th July, at 4 P.M.
SHINANO MARU	DO.	str.	—	St. John George	G. W. Eddy	On 10th July, at Noon.
ALDENHAM	DO.	str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 28th July.
CHANGSHA	DO.	str.	1 m.	T. Harrison	NIPON YUSEN KAISHA	On 1st July.
NIKKO MARU	DO.	str.	—	W. von Senden	NIPON YUSEN KAISHA	On 27th July, at 4 P.M.
PRINZ WALDEMAR	DO.	str.	—	N. Mathieson	MELCHERS & CO.	On 2nd inst., at 4 P.M.
KUMANO MARU	DO.	str.	—	W. von Senden	NIPON YUSEN KAISHA	On 7th Aug., at Noon.
VIADIVOSTOCK	DO.	str.	—	H. Peterson	MELCHERS & CO.	About 5th July.
YOKOHAMA & KOBE	DO.	str.	—	N. Mathieson	NIPON YUSEN KAISHA	On 1st July.
KOBE & YOKOHAMA	DO.	str.	—	Zwart	JAVA-CHINA-JAPAN LINN	On 25th July.
NAGASAKI, KOBE & YOKOHAMA	AMIRAL EXELMANS	DO.	—	Konishi	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
JAPAN	DO.	str.	—	F. Mooney	JARDINE, MATTHESON & CO., LTD.	On 29th inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA &c.	CHIPSHING	DO.	—	T. H. Hide, E.N.	JARDINE, MATTHESON & CO., LTD.	About 25th inst.
TSINGTAU	DO.	str.	—	F. Wheeler	JARDINE, MATTHESON & CO., LTD.	Today, at Noon.
WENCHANG	DO.	str.	—	Sandback	JARDINE, MATTHESON & CO., LTD.	On 27th inst., at Noon.
SHANGHAI	DO.	str.	—	A. A. Campbell	JARDINE, MATTHESON & CO., LTD.	On 1st July, at 9 A.M.
WOBANG	DO.	str.	—	T. Suruga	OSAKA SHOSEN KAISHA	End of June.
CHOSHUN MARU	DO.	str.	—	H. Pybus	MELCHERS & CO.	On 30th inst.
SHANGHAI	DO.	str.	—	F. v. Binter	HAMBURG-AMERIKA LINIE	On 1st July.
YOKOHAMA & KOBE	DO.	str.	—	F. J. Fox	MELCHERS & CO.	On 27th inst., at 4 P.M.
SHANGHAI	DO.	str.	—	Lacelin	MELCHERS & CO.	On 28th inst., at 9 A.M.
YOKOHAMA & KOBE	DO.	str.	—	T. Yamawaki	OSAKA SHOSEN KAISHA	On 29th inst., at 4 P.M.
SHANGHAI	DO.	str.	—	de Brons	OSAKA SHOSEN KAISHA	On 30th inst., at 4 P.M.
YOKOHAMA & KOBE	DO.	str.	—	J. H. Brown	JAVA-CHINA-JAPAN LINN	On 1st July.
SHANGHAI	DO.	str.	—	H. S. Smith	BUTTERFIELD & SWIRE	On 15th July, at Noon.
TOUANE	DO.	str.	—	Robson	JARDINE, MATTHESON & CO., LTD.	On 27th inst., at 4 P.M.
WAKAMITA MARU	DO.	str.	—	Spink	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
KUTANG	DO.	str.	—	T. Meyrick	SHERMAN-TOMES & CO.	On 29th inst., at 4 P.M.
TSJIAHAI	DO.	str.	—	Rodger	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
YOCHE	DO.	str.	—	W. Outerbridge	JARDINE, MATTHESON & CO., LTD.	On 4th July, at Noon.
MANILA	DO.	str.	—	S. J. Payne	MELCHERS & CO.	About End of June.
MANILA	DO.	str.	—	R. Almond	NIPON YUSEN KAISHA	On 1st July.
KUDAT & SANDAKAN	DO.	str.	—	F. Sembill	JARDINE, MATTHESON & CO., LTD.	On 27th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	TIKASAKI MARU	DO.	—	E. J. Bull	JARDINE, MATTHESON & CO., LTD.	On 30th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	DO.	str.	—	S. Atsumi	NIPON YUSEN KAISHA	On 29th inst., at Noon.
SOURABAYA (DIRECT)	DO.	str.	—	P. J. van Emmerick	JARDINE, MATTHESON & CO., LTD.	About 27th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	DO.	str.	—			

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP, ^{VIA SINGAPORE, PEN.}	PALESTINE	About 23rd June	Freight only.
ANG. COLOMBO, PORT	Capt. J. B. Ferguson	June	
SAD and MARSEILLE			
DEVAHNA		About 25th June	Freight and Passage.
SHANGHAI	Capt. T. H. Hild, E.N.E.	June	Passage.
LONDON VIA USUAL PORTS	ARADIA	Noon, 27th June	See Special of Call.
	Capt. A. L. Valentine	June	Advertisement.
SHANGHAI, MOJI, KOBE, NUBIA, and YOKOHAMA	Capt. F. J. Fox	About 4th July	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 20th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YOCHEW"	On 27th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAYENNE, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 27th June, 4 P.M.
HOIHOW and HAIPHONG	"HUPPEH"	On 27th June, 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"NANCHANG"	On 30th June, 4 P.M.
MANILA	"TEAN"	On 29th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Thursday, 25th June, Noon.
SHANGHAI	"CHOYSONG"	Friday, 26th June, Noon.
MANILA	"YUNSONG"	Friday, 26th June, 4 P.M.
SHANGHAI	"WOSANG"	Saturday, 27th June, Noon.
SINGAPORE, PENANG & CALCUTTA "FOOKSANG"	"CHIPSHING"	Saturday, 27th June, Noon.
TIENTSIN VIA WEIHAIWEI & CHEFOO	"KUITSANG"	Monday, 29th June, Noon.
SINGAPORE, PENANG & CALCUTTA "KUUMSANG"	"LOONGSANG"	Tuesday, 30th June, Noon.
MANILA	"KUITSANG"	Friday, 3rd July, 4 P.M.
SH'HAI, YOKOHAMA, KOBE & MOJI "KUITSANG"	"KUITSANG"	Wednesday, 15th July, Noon.

RETURN TOURS TO JAPAN.

OCUPYING 24 DAYS.

The steamers "KUITSANG," "NAMANG" and "FOOKSANG" have about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

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TAKING cargo at through rates to all European North Continental and British Ports, also Trieste, Lubeck, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA	... 30th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA	... 1st July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DOETHUND	... 12th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA	... 26th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA	... 9th Aug.

Further Particulars, apply to:

HAMBURG-AMERIKA LINIE, Hongkong Office. 12

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 26th June.
KUDAT & SANDAKAN	Capt. W. V. SENDE	End of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"	Wednesday, 1st July, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG"	About Wednesday, 1st July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 16th July, at 5 P.M.

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YOKOHAMA to LONDON and PARIS 26 DAYS.

HOMeward via MAGELLAN STRAIT:—Mexico, River Plate, Brasil, la Pallice, Liverpool.

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AMIRAL EXELMANS 25th July

MAITRE ... 12th Oct.

OUSSANT ... 27th Aug.

CEYLAN ... 26th Nov.

CORSE ... 11th Jan. 09.

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Hongkong, 4th June, 1908. 732

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FOR

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Wuchow	Ningpo	Pakhoi
Kiuchow	Wanchow	Holhew
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